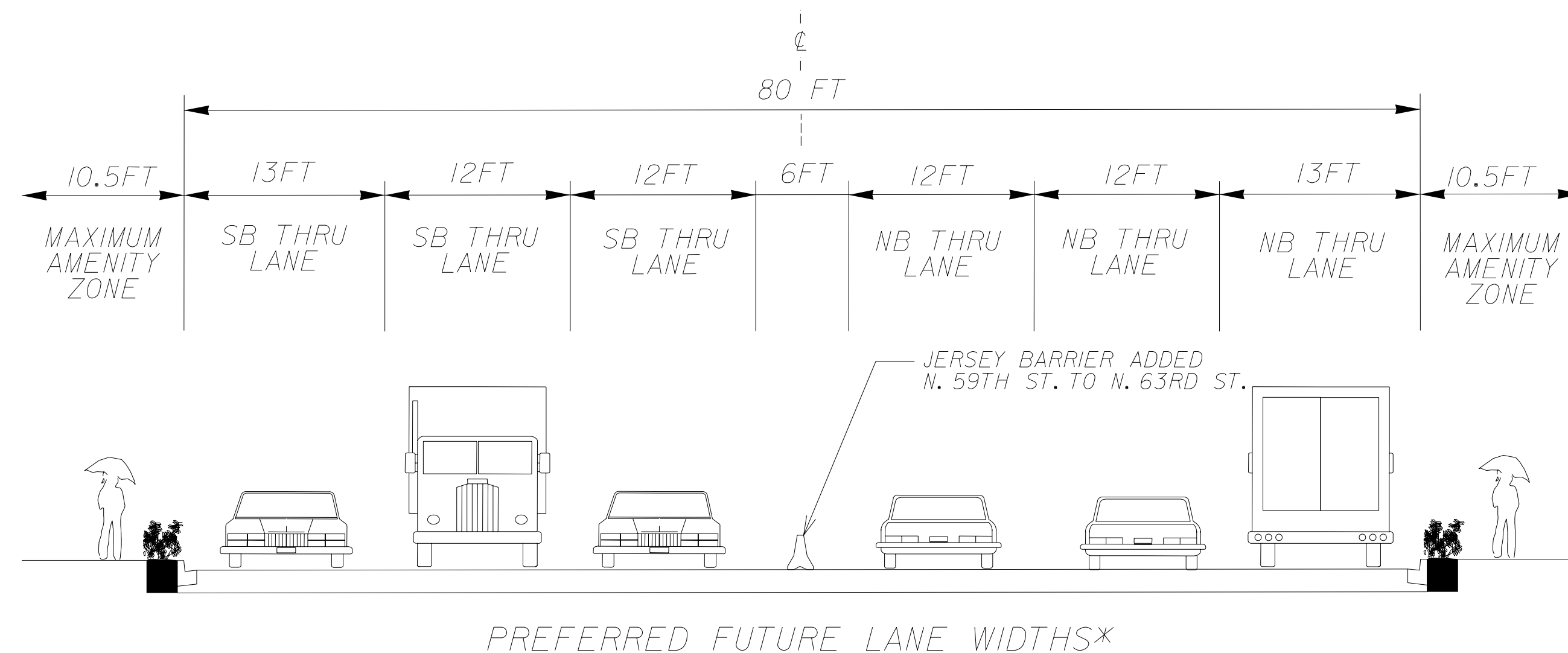
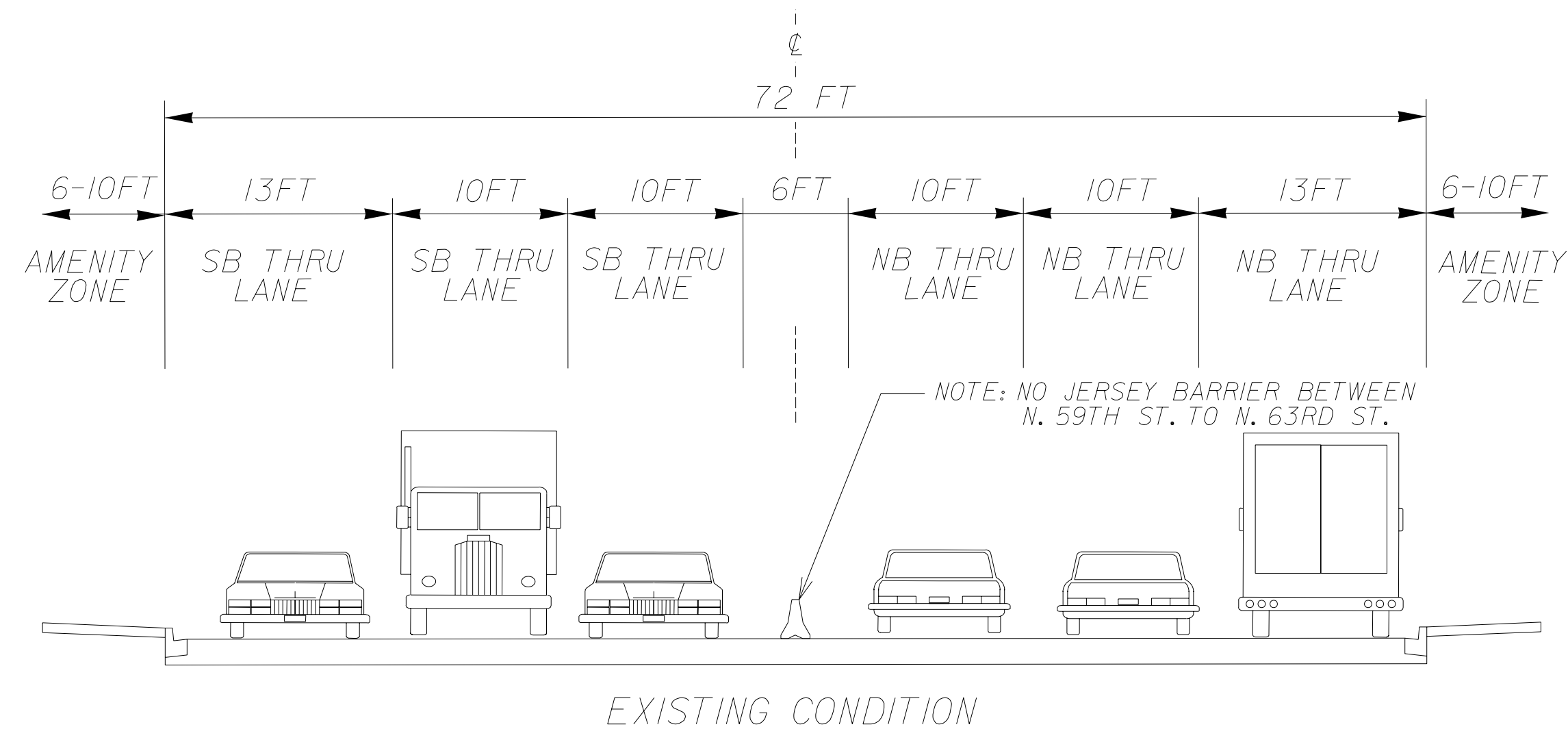




CENTRAL FOCUS AREA

LONG TERM TYPICAL SECTION

N. 59TH ST. TO N. 72ND ST.



*A DESCRIPTION OF THE PREFERRED FUTURE ROAD CONFIGURATION IS PROVIDED TO THE RIGHT

DESCRIPTION OF PREFERRED FUTURE ROAD CONFIGURATION

Development Environment:

The only substantive change recommended for this corridor segment is adding a center raised median from North 59th Street to North 63rd Street. It is conceivable that the public right of way can be redeveloped to the proposed cross section within a twenty-year period. This will likely occur through publicly sponsored redevelopment projects. The proposed widening of travel lanes and the amenity zone can be done within the existing right of way.

Future high accident locations along this segment of the corridor may be upgraded if it is determined that roadway improvements would address the accidents occurring. These improvement upgrades could have right of way implications for adjacent properties.

Proposed changes to the existing cross section in conjunction with redevelopment:

Travel Lanes:

- Existing travel lanes are too narrow, contributing to sideswipe accidents and reduced capacity.
- 12 foot travel lanes are recommended for this entire segment.

Curb Lanes:

- Curb lanes need to be wider than other travel lanes to provide for a "shy" distance between moving vehicles and the sidewalk, and to account for the need to accommodate buses. Buses and trucks, mirror to mirror, are wider than cars, and generally operate in the curb lane.
- 13 foot curb lanes are recommended for this entire segment.

Median:

- A raised median is recommended to minimize the number and severity of accidents involving vehicles crossing over the centerline.

Sidewalks:

- Sections of the existing sidewalks are 6 feet wide. The proposed amenity zone (pedestrian sidewalk and planter strip) would be a maximum of 10.5 feet wide and would provide ample room for multiple users.

DRAFT

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